(b) if so, what is the time frame for construction of railway line between Udhampur and Quazigund?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) The target for completion of the section between Udhampur-Katra is 2006-07 and Katra-Quazigund section is 2008-09.

Corruption in delivery of goods

†2183. SHRIMATI SAVITA SHARDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any complaints to the effect that the goods sent through Railways reach late to the consignee and in less quantity than the actual one and in addition to that they have to grease the palm of employees for getting the delivery;

(b) if so, whether any inquiry has been conducted in this regard;

(c) if so, the outcome of the inquiry alongwith action taken against the persons found guilty;

(d) whether Government propose to ensure avoiding of hardships to the consignee; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Complaints have been received on railways that goods reach late and in less quantity than booked. However no specific complaint has been received about having to grease the palms of employees for getting delivery of goods.

(b) Yes, Sir.

(c) Every complaint received is thoroughly investigated. In most of the cases consignments have been traced and delivered to the designated persons. In remaining cases claims have been settled and defaulting staff taken up under Disciplinary and Appeal Rules. During the years 2002-03, 2003-04 and 2004-05, 1114, 1159 and 1181 Railway

†Original notice of the question was received in Hindi.

employees respectively were taken up under Disciplinary and Appeal rules. In cases of loss and theft of booked consignments 1214, 1313 and 1374 outsiders were also arrested during the calendar years 2002, 2003 and 2004 respectively.

(d) Yes, Sir.

(e) The following steps have been taken for delivery of goods in time and in booked quantity to the concerned parties:—

(i) Monitoring of trains is done through 'Freight Operations Information System' which has reduced the transit time.

(ii) Bottlenecks of Railway system are removed by doubling of lines or improvement of signalling system.

(iii) The detentions at yards have been reduced considerably.

(iv) Railways have improved its wagon turn around which clearly indicate faster and quicker movement of goods trains.

(v) Opening of Not Received Cells on Zonal Railways to trace wagons/consignments which have not reached destination within reasonable transit time.

(vi) Escorting of goods trains by Railway Protection Force and armed personnel on vulnerable sections.

(vii) Proper marking and labelling of parcels to avoid their loss/over carriage.

(viii) Use of metal tape on wagons to avoid misdespatches and prevent them from becoming unconnected.

(ix) Periodical claims prevention checks at Parcel and Goods offices to prevent claims.

Production and demand of railway coaches

2184. SHRI C. PERUMAL: Will the Minister of RAILWAYS be pleased to state:

(a) the total quantity of production and demand of railway coaches in the country;